## SAILING DIRECTIONS CORRECTIONS

**PUB 125 6 Ed 2000 LAST NM 36/01**

Page 33—Line 4/R; insert after:

A Traffic Separation Scheme is located in the approaches to Talara.

(Peru NM 5/01) 37/01

**PUB 174 8 Ed 2000 LAST NM 19/01**

Page 125—Lines 42/L to 1/R; read:

entirely fronted by deep water oil berths. There are 12 berths, best seen on the chart. Included is information on maximum length, maximum draft, and maximum displacement expressed in dwt. Information on the berths are given below.

The berths are easy to approach at slack water, but currents are often experienced at other times and care is necessary when berthing.

**Pulau Bukum Berthing Limitations**

| Berth | Length | Draft | Vessel size |
|---|---|---|---|
| 1 | 90m | 12.3m | 33,000 dwt |
| 2 | 150m | 11.3m | 33,500 dwt |
| 3 | 170m | 11.6m | 33,500 dwt |
| 4 | 170m | 12.2m | 43,600 dwt |
| 5 | 170m | 12.8m | 45,700 dwt |
| 6 | 245m | 15.7m | 35,000 dwt |
| 7 | 200m | 13.3m | 66,000 dwt |
| 8 | 240m | 13.8m | 83,300 dwt |
| 9 | 170m | 13.1m | 33,500 dwt |
| 10 | 245m | 16.0m | 85,300 dwt |
| 11 | 100m | 5.5m | — |
| 12 | 110m | 13.0m | — |

**Aspect.—**A water tower stands about 0.5 mile NW of the SE

(Singapore NM 8/01) 37/01

## COAST PILOT CORRECTIONS

**COAST PILOT 1 32 Ed 2001 NEW EDITION**

(NOS) 37/01

**COAST PILOT 4 33 Ed 2001 Change No. 1**
**LAST NM 35/01**

Page 156—Paragraph 3629; read:

(ii) Gulf migratory group king mackerel—2.

(FR 3/30/2001) 37/01

Page 160—Paragraph 3761 to Page 161—Paragraph 3768; read:

(i) *Gulf migratory group.* The quota for the Gulf migratory group of king mackerel is 3.26 million lb (1.48 million kg). The Gulf migratory group is divided into eastern and western zones separated by 87˚31'06"W., which is a line directly south from the Alabama/Florida boundary. Quotas for the eastern and western zones are as follows:

(A) *Eastern zone*—2.25 million lb (1.02 million kg), which is further divided into quotas as follows:

(1) *Florida east coast subzone*–1,040,625 lb (472,020 kg).

(2) *Florida west coast subzone—(i) Southern*—1,040,625 lb (472,020 kg), which is further divided into a quota of 520,312 lb (236,010 kg) for vessels fishing with hook-and-line and a quota of 520,312 lb (236,010 kg) for vessels fishing with run-around gillnets.

(ii) *Northern*—168,750 lb (76,544 kg).

(3) *Description of Florida subzones*. The Florida east coast subzone is that part of the eastern zone north of 25˚20.4'N., which is a line directly east from the Miami-Dade/Monroe County, FL, boundary. The Florida west coast subzone is that part of the eastern zone south and west of 25˚20.4'N. The Florida west coast subzone is further divided into southern and northern subzones. From November 1 through March 31, the southern subzone is that part of the Florida west coast subzone that extends south and west from 25˚20.4'N. to 26˚19.8'N., a line directly west from the Lee/Collier County, FL, boundary (i.e., the area off Collier and Monroe Counties). From April 1 through October 31, the southern subzone is that part of the Florida west coast subzone that is between 26˚19.8'N. and 25˚48'N., which is a line directly west from the Monroe/Collier County, FL, boundary (i.e., off Collier County). The northern subzone is that part of the Florida west coast subzone that is between 26˚19.8'N. and 87˚31'06"W., which is a line directly south from the Alabama/Florida boundary.

(B) *Western zone*—1.01 million lb (0.46 million kg).

(FR 3/30/2001) 37/01

Page 163—Paragraphs 3818 to 3826; read:

(i) *Eastern zone–Florida east coast subzone.* In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board at any time or landed in a day from a vessel which a commercial permit for king mackerel as required under §622.4(a)(2)(iii) as follows:

(A) From November 1 through January 31–not exceed 50 fish.

(B) Beginning on February 1 and continuing through March 31—

(1) If 75 percent or more of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 50 fish.

(2) If less than 75 percent of the Florida east coast subzone quota as specified in §622.42(c)(1)(i)(A)(1) has been taken—not to exceed 75 fish.

(i) *Eastern zone–Florida east coast subzone.* In the Florida east coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit for king mackerel has been issued, as required under §622.4(a)(2)(iii), from November 1

**COAST PILOT 4 (Continued)**

each fishing year until the subzone's fishing year quota of king mackerel has been harvested or until March 31, whichever occurs first, in amounts not exceeding 50 fish per day.

(ii) *Eastern zone–Florida west coast subzone–*(A) *Gillnet gear.* (1) In the southern Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel for which a commercial permit with a gillnet endorsement has been issued, as required under §622.4(a)(2)(ii), from July 1, each fishing year, until a closure of the southern Florida west coast subzone's fishery for vessels fishing with run-around gillnets has been effected under §622.43(a)—in amounts not exceeding 25,000 lb (11,340 kg) per day.

(2) In the southern Florida west coast subzone:

(i) King mackerel in or from the EEZ may be possessed on board or landed from a vessel that uses or has on board a run-around gillnet on a trip only when such vessel has on board a commercial permit for king mackerel with a gillnet endorsement.

(ii) King mackerel from the southern west coast subzone landed by a vessel for which such commercial permit with endorsement has been issued will be counted against the run-around gillnet quota of §622.42(c)(1)(i)(A)(2)(i).

(iii) King mackerel in or from the EEZ harvested with gear other than run-around gillnet may not be retained on board a vessel for which such commercial permit with endorsement has been issued.

(B) *Hook-and-line gear.* In the Florida west coast subzone, king mackerel in or from the EEZ may be possessed on board or landed from a vessel with a commerical permit for king mackerel, as required by §622.4(a)(2)(iii), and operating under the hook-and-line gear quotas in §622.42(c)(1)(i)(A)(2)(i) or (c)(1)(i)(A)(2)(ii):

(1) From July 1, each fishing year, until 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested—in amounts not exceeding 1,250 lb (567 kg) per day.

(2) From the date that 75 percent of the respective northern or southern subzone's hook-and-line gear quota has been harvested, until a closure of the respective northern or southern subzone's fishery for vessels fishing with hook-and-line gear has been effected under §622.43(a)—in amounts not exceeding 500 lb (227 kg) per day.

(CL 547/00; FR 3/28/00) 37/01

Page 164—Paragraph 3849; read:

(i) May not possess red snapper in or from the Gulf in excess of the appropriate vessel trip limit, as specified in paragraphs (d)(1) through (d)(3) of this section.

(FR 3/30/2001) 37/01

**COAST PILOT 4 33 Ed 2001 Change No. 2**

Page 118—Paragraph 2567, line 4; read:

observers to detect vessels which may attempt to enter the danger zone.

(6) No person shall enter or remain within a 2-acre area surrounding a waterborne refueling training operation, in either the Grey Point Sector, Farnell Bay Sector, or Morgan Bay Sector as described in paragraph (b) of this section, for the duration of the training operation after a notice to conduct a waterborne refueling training operation has been published in the local notice to mariners and has been broadcast over the Marine Band radio network. The 2-acre area surrounding a waterborne refueling training operation will be patrolled and persons and vessels shall clear the area under patrol upon being warned by the surface patrol craft.

(CL 479/01; FR 03/21/01) 37/01

Page 312—Paragraph 102, line 6; read:

controlling depth of 18 feet in May 2000, from Hawk Channel to ...

(CL 928/00) 37/01

Page 314—Paragraph 128, lines 5 to 6; read:

Garrison Bight. In October 1999, the controlling depth was 6.5 feet (7.6 feet at midchannel) with 8.0 feet in the turning basin. An overhead ...

(CL 218/00) 37/01

Page 327—Paragraph 187, lines 4 to 6; read:

River at **Mile 575.6.** The Savannah River ebbs through the cut, and ...

(CL 684/01) 37/01

Page 345—Paragraph 549, lines 4 to 5; read:

**1076.5** to an industrial area. In March 2001, the reported controlling depth was 5 feet. Care is required here as spoil banks are ...

(CL 739/01) 37/01

Page 347—Paragraph 576, line 2; read:

over the waterway with a clearance of 12 feet at the center. **MacArthur Causeway**, ...

(CL 708/01) 37/01

**COAST PILOT 4 33 Ed 2001 Change No. 3**

Page 6—Paragraph 132, line 10; read:

fog signals, and electronic aids. Light List corrections may be obtained from the Internet at (http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html).

(27/01 CG14) 37/01

Page 75—Paragraphs 1152 to 1153; read:

**§117.305 Miami River.**

The draw of each bridge from the mouth to and including N.W. 27th Avenue bridge, mile 3.7 at Miami, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels. Public vessels of the United States and vessels in an emergency involving danger to life or property shall be passed at any time.

(FR 7/19/2001) 37/01

Page 93—Paragraphs 1701 to 1702; read:

**§164.01 Applicability.**

**COAST PILOT 4 (Continued)**

(a) This part (except as specifically limited by this section) applies to each self-propelled vessel of 1600 or more gross tons (except as provided in paragraph (c) of this section, or for foreign vessels described in §164.02) when it is operating in the navigable waters of the United States except the St. Lawrence Seaway.

(CL 834/01; FR 5/2/01) 37/01

Page 93—Paragraph 1707, line 5; read:

under anticipated conditions.

(c) Provisions of §§164.11(a)(2) and (c), 164.30, and 164.33 do not apply to warships or other vessels owned, leased, or operated by the United States Government and used only in government noncommercial service when these vessels are equipped with electronic navigation systems that have met the applicable agency regulations regarding navigation safety.

(CL 834/01; FR 5/2/01) 37/01

Page 105—Paragraph 2150, line 3; read:

notify the public when this section is in effect.

**§165.530 Safety Zone: Cape Fear and Northeast Cape Fear Rivers, NC.**

(a) *Location.* The following area is a moving safety zone during the specified conditions: The waters of the Cape Fear and Northeast Cape Fear Rivers for 500 yards ahead and astern, and 75 yards abeam of a vessel carrying hazardous materials when designated by the Captain of the Port Wilmington, North Carolina.

(b) *General Information*. (1) The Captain of the Port and the Duty Officer at the Marine Safety Office, Wilmington, North Carolina, can be contacted at telephone number 1-800-325-4956. The Coast Guard Patrol Commander enforcing the safety zone can be contacted on VHF-FM channels 16 and 81.

(2) The Captain of the Port may authorize and designate any Coast Guard commissioned, warrant, or petty officer to act on his behalf in enforcing this safety zone.

(3) The Marine Safety Office Wilmington will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of loaded hazardous materials vessels via a marine broadcast Notice to Mariners.

(c) *Regulation.* The general regulations governing safety zones contained in §165.23 apply.

**§165.540 Regulated Navigation Area; Cape Fear River, Northeast Cape River, Wilmington, North Carolina.**

(a) *Description of the Regulated Navigation Area (RNA)*. The RNA encompasses all waters of the Cape Fear River and Northeast Cape Fear River from the intersection of Bald Head Shoal Channel and Smith Island Channel (centerline coordinates Latitude 33˚52'24.028"N, Longitude 78˚00'29.624"W (NAD 83)) to mile 26.7 on the Northeast Cape Fear River.

(b) *Work areas.* Dredging work within the RNA will be conducted in five district areas: Ocean Bar II, Horseshoe Shoal, Passing Lane & Anchorage Basin, Big Island, and the Northeast Cape Fear River. Drilling or blasting is expected to occur within the Passing Lane & Anchorage Basin, Big Island, and the Northeast Cape Fear River work areas. The blast sites within the RNA, will be identified and made available to the public through: Broadcast Notices to Mariners or Local Notice to Mariners (Local Notices to Mariners are available on-line at www.navcen.uscg.gov/lnm/d5/); direct contact with the control vessel on channel 16 VHF-FM; direct contact with the contractor; or through the Captain of the Port on VHF marine Band Radio, channels 13 and 16; or at telephone number (910) 772-2200. In addition, dredge and blasting companies will have a control vessel present at the site of each blast.

(c) *Enforcement period*. This section will be enforced during the months of August, September, October, November, December, and January, each year. This rule will expire on January 31, 2006.

(d) *Definitions.*

*Active work area* means a work area in which blasting, drilling, or dredging operations are currently taking place.

*Blast site* means the area where explosive material is handled during loading, including the perimeter formed by the loaded blast holes and fifty (50) feet (15.2 meters) in all directions from loaded holes.

*Blasting operations* means the detonation of explosives on the river bottom.

*Captain of the Port* means the Coast Guard officer designated by the Commandant to command the Captain of the Port Zone as described in 33 CFR 3.25–20.

*Control vessel* means the vessel at an active work area which coordinates operations within the active work area.

*Hangfire* means a blast that fails to detonate at initiation, but detonates at a later time.

*Mile* means measured as nautical miles.

*Misfire* means a blast that fails to detonate completely after an attempt at initiation, also explosive material that failed to detonate as planned.

*RNA* means Regulated Navigation Area.

*Work area* means those places within the RNA where dredging, drilling, and blasting shall be conducted.

(e) *Description of work areas in the RNA.* (1) *Ocean Bar II, mouth of Cape Fear.* The work area includes: Part of Bald Head Shoal Channel, Smith Island Channel, Baldhead Caswell Channel, Southport Channel, Battery Island Channel, Lower Swash Channel, and the majority of Snows Marsh Channel. The downstream end of the work area (centerline coordinates: Latitude 33˚50'43.668"N, Longitude 78˚01'40.068"W (NAD 1983)) is located southeast of Cape Fear River Channel Lighted Buoy 8 (LL 30350), approximately 2,560 feet east of the centerline of the existing Bald Head Shoal Channel. Upstream end of the work area is located 1,200 feet downstream of the intersection of Snows Marsh Channel and Horseshoe Shoal Channel at turn six (mile 6.5, approximately 1,150 feet downstream of Cape Fear River Channel Lighted Buoy 25 (LL 30530/39965)).

(2) *Horseshoe Shoal*. The work area includes: Horseshoe Shoal Channel and part of Snows Marsh Channel. Downstream end of the work area is located 1,200 feet downstream of the intersection of Snows Marsh Channel and Horseshoe Shoal Channel (mile 6.5, approximately 1,150 feet downstream of Cape Fear Channel Lighted Buoy 25 (LL 30530/39965)). Upstream end of the work area is located at the

**COAST PILOT 4 (Continued)**

intersection of Horseshoe Shoal Channel and Reaves Point Channel (mile 7.7 at about Cape Fear River Channel Lighted Buoy 27 (LL 30550/39945)).

(3) *Big Island*. The work area includes: Part of Keg Island Channel, Lower Big Island Channel, Upper Big Island Channel, and part of Lower Brunswick Channel. Downstream end of the work area is approximately 2,230 feet upstream of the intersection of Upper Lilliput Channel and Keg Island Channel (mile 16.2, approximately 1,320 feet downstream of Cape Fear River Channel Lighted Buoy 46 (LL 30765) and approximately 2,300 feet upstream of Cape Fear River Channel Lighted Buoy 44 (LL 30750)). Upstream end of the work area is approximately 2,680 feet upstream of intersection of Upper Big Island Channel and Lower Brunswick Channel (mile 18.7, approximately 1,620 feet upstream of Cape Fear River Channel Lighted Buoy 56 (LL 30830) and approximately 590 feet downstream of the Carolina Power & Light Company (CP&L) overhead power line crossing).

(4) *Passing Lane and Anchorage Basin*. There are two separate work areas for this contract, separated by the Big Island Contract.

(i) Passing Lane work area is located immediately downstream of the Big Island contract work area. The work area includes; Reaves Point Channel, Lower Midnight Channel, Upper Midnight Channel, Lilliput Channel, and part of Keg Island Channel. Downstream end of Passing Lane work area is the intersection of Horseshoe Shoal Channel and Reaves Point Channel (mile 7.7, at about Cape Fear River Channel Lighted Buoy 27 (LL 30550/39945)). Upstream end of the Passing Lane work area is approximately 2,230 feet upstream of intersection of Upper Lilliput Channel and Keg Island Channel (mile 16.2, approximately 1,320 feet downstream of Cape Fear River Channel Lighted Buoy 46 (LL 30765) and approximately 2,300 feet upstream of Cape Fear River Channel Lighted Buoy 44 (LL 30750)).

(ii) Anchorage Basin work area is located immediately upstream of the Big Island contract work area. The work area includes: Part of Lower Brunswick Channel, Fourth East Jetty Channel. Between Channel, and Anchorage Basin Channel. Downstream end of Anchorage Basin work area is approximately 2,680 feet upstream of intersection of Upper Big Island Channel and Lower Brunswick Channel (mile 18.7, approximately 1,620 feet upstream of Cape Fear River Channel Lighted Buoy 56 (LL 30830) and approximately 590 feet downstream of the CP&L overhead power line crossing). Upstream end of Anchorage Basin work area is the Cape Fear Memorial Bridge (mile 23.6).

(5) *Northeast Cape Fear River.* The downstream end of the work area is the Cape Fear Memorial Bridge (mile 23.6). Upstream end of the work area (approximately mile 26.7) is on the Northeast Cape Fear River and is approximately 700 feet upstream of the turning basin located opposite Koch Sulfur Products Co. and approximately 90 feet downstream of the submerged gas pipeline crossing.

(f) *Regulations.* (1) Blasting, drilling, and dredging operations raise many safety issues for vessels transiting the RNA. All mariners are reminded to exercise caution while transiting or operating in the RNA.

(2) Active work areas, control vessels, and blast sites will be identified via Broadcast Notices to Mariners or Local Notices to Mariners. The Local Notice to Mariners is available on-line at www.navcen.uscg.gov/lnm/d5/. Control vessels shall monitor channel 16 VHF-FM.

(3) The following requirements apply to all vessels.

(i) All vessels shall inform themselves of the active work areas prior to entering the RNA.

(ii) All vessels shall contact and receive permission from the control vessel for that work area before entering the active work area.

(iii) All vessels transiting an active work area shall do so at no wake speed or the minimum speed necessary to maintain steerage.

(iv) During blasting operations all vessels are prohibited from entering an area of 500 yards surrounding the blast site. Upon notification of a misfire or hangfire, all vessels underway in the RNA shall proceed to clear the active work area in which the misfire or hangfire occurred.

(4) Vessels over 300 gross tons and tugs with tows are required to contact the COTP 12 hours before vessel movement within the RNA.

(5) Vessels meeting the notice of arrival requirements under 33 CFR 160.207 are encouraged to notify the COTP at least 48-hours before the vessel enters the RNA to facilities scheduling and minimize delays. Updates are encouraged at least 12 hours before arriving at the RNA boundaries. The COTP may delay entry into the RNA to accommodate other commerical traffic.

(6) Vessels of 300 gross tons or greater shall be prohibited form entering the RNA when they are advised that a misfire or hangfire has occurred.

(7) For any vessel with another vessel/barge in tow transiting an active work area, the hawser or wire length of the tow shall not exceed 275 feet, measured from the towing bit on the tug to the point where the hawser or wire connects with the towed vessel or barge.

(8) Vessels of 300 gross tons or greater and tugs with tows, shall, prior to entering the RNA, ensure that they have sufficient propulsion and directional control to safely navigate the RNA under the prevailing conditions.

(9) Vessels of 300 gross tons or greater and tugs with tows are prohibited from meeting or overtaking vessels of 300 gross tons or greater or tugs with tows in active work areas or within one nautical mile of an active work area.

(10) The Captain of the Port, Wilmington may, upon written request, authorize a deviation from any regulation in this section if it is found that the proposed operations can be done safely. An application for deviation must be received not less than 48 hours before intended operation and must state the need and describe the proposal.

(33 CFR 165; FR 7/27/01) 37/01

Page 201—Paragraph 174, lines 6 to 8; read:

town at the head of the bay. In April 2001, the controlling depth was 3.9 feet to the basin, thence 6.2 to 8.4 in the basin. The ...

(BPs 174207-08) 37/01

Page 326—Paragraph 155, lines 6 to 7; read:

McClellanville channel. In March 2000, the controlling depth was 11.3 feet (12.0 feet at midchannel); thence in

**COAST PILOT 4 (Continued)**

1975, there was 8 feet alongside ...
(BP 172278) 37/01

**COAST PILOT 5 28 Ed 2000 Change No. 28**
**LAST NM 35/01**

Page 60—Paragraph 822, line 2; read:
shall open on signal if at least 24 hours notice is given.
(FR 6/25/2001) 37/01

Page 87—Paragraph 1772, line 1 to Paragraph 1773; read:
(i) Tide tables published by private entities using data provided by the National Ocean Service.
(ii) Tidal current tables published by private entities using data provided by the National Ocean ...
(FR 6/25/01) 37/01

Page 91—Paragraphs 1937 to 1938; read:
(C) Tidal-Current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;
(D) Tide tables published by private entities using data provided by the NOS; and ...
(FR 6/25/2001) 37/01

Page 192—Paragraph 203, lines 8 to 10; read:
Naples about 2.5 miles above Gordon Pass. In February 2001, the controlling depth was 3.2 feet (5.0 feet at midchannel) to Daybeacon 18, thence 5.8 feet (7.1 feet at midchannel) to the highway bridge at Naples. **Gordon Pass** ...
(CL 636/01; BPs 173833-43; LL/00) 37/01

Page 209—Paragraph 98, lines 3 to 5; read:
reported controlling depth of 4 feet in January 1999. There is a marine railway for craft up to 40 tons. Engine repairs, open and covered storage, water, open and covered ...
(CL 382/99) 37/01

Page 221—Paragraph 327, lines 4 to 5; read:
channel to a spillway about 11 miles above the mouth. In February-March 2001, the midchannel controlling depth was 5.1 feet to ...
(CL 715/01; BPs 173951-63) 37/01

Page 222—Paragraph 349, lines 9 to 11; read:
Suwannee River. In August 1999, the reported controlling depth was 3 feet in the entrance channel and Wadley Pass to its junction with West Pass; thence in 1986, 3 feet was reported on the ...
(33/00 CG7) 37/01

Page 239—Paragraph 292, lines 2 to 3; read:
arm of East Bay. In 1999, the controlling depth was 7.0 feet (7.2 feet at midchannel) through the bay to Daybeacon 22; thence in June 2001, 4.5 feet (7.9 feet at midchannel) in the bay and the river to the town of ...
(CL 1337/01; CL 433/00; LL/00) 37/01

Page 306—Paragraph 302, lines 5 to 7; read:
Intracoastal City. In January-June 2001, the controlling depth in the entrance channel was 10 feet to the canal; thence in February 2000-June 2001, the controlling depth was 6 feet in the canal to Schooner Bayou Canal; thence in February-September 2000, 10 feet to the canal junction with the Intracoastal Waterway.
(DDs 1134-1151; DD 1626; DDs 1918-21) 37/01

Page 364—Paragraph 86, lines 4 to 7; read:
Club and Trailer Estates Marina. In January 1999, a depth of 5 feet was reported in the channel; thence in 1982, 5 feet was reported in the basin. In June 2000, the channel was reported no longer being maintained. Berths, gasoline, water, ice, marine supplies, and outboard motor repairs are available. A fish haven, marked by private ...
(CL 382/99; CL 932/00) 37/01

Page 431—Paragraph 302, line 1 to Paragraph 303, line 2; read:
162.475 MHz.
WXJ-95, Sugarloaf Key, Fla. (24˚39'N., 81˚32'W.), 162.40 MHz.
WXK-83, Fort Myers, Fla. (26˚37'N., 81˚48'W.), 162.475 MHz.
WWG-59, Venice, Fla. (27˚06'N., 82˚27'W.), 162.40 MHz.
(BP 171946; NOS 11425) 37/01

**COAST PILOT 5 28 Ed 2000 Change No. 29**

Page 47—Paragraph 390; read:
(h) A line drawn on an axis of 103˚ true through Taylors Bayou Entrance Light 2 across the entrances to Jack Stout Bayou, Taylors Bayou, Pelican Pass, and Bayou de West.
(33 CFR 80.830) 37/01

Page 57—Paragraph 713; read:
(d) The draw of the CSX Transportation Railroad bridge, mile 293.3 near Montgomery, shall open on signal if at least 24 hours notice is given.
(33 CFR 117.01) 37/01

Page 65—Paragraph 1036, lines 2 to 4; read:
at Liberty, mile 54.8 at Kenefick, mile 117.3 at Goodrich, mile 181.8 at Riverside, and the Burlington Northern Santa Fe railroad bridge, mile 96.2 ...
(33 CFR 117.989) 37/01

Page 67—Paragraphs 1127 to 1136; strike out.
(33 CFR 150) 37/01

Page 115—Paragraph 2808; read:
24˚28'30"N., 82˚06'00"W.; thence southerly to
(33 CFR 334.620) 37/01

**COAST PILOT 5 28 Ed 2000 Change No. 30**

Page 146—Paragraph 3666, lines 4 to 5; read:

from noon on the 10th of each month to noon on the first of each succeeding month until the quota specified in §622.42(a)(1)(i)(A) is reached or until noon on October 1, whichever occurs first. From October 1 to December 1, the commercial fishery for red snapper in or from the Gulf EEZ is closed from noon on the 10th of each month to noon on the first of each succeeding month until the quota specified in §622.42(a)(1)(i)(B) is reached or until the end of the fishing year, whichever occurs first. All times are local times. During these closed ...

(50 CFR 622.34) 37/01

**COAST PILOT 5 28 Ed 2000 Change No. 31**

Page 196—Paragraph 278, lines 2 to 3; read:

The pass is unmarked and subject to change. In March 2000, the pass was reported bare and impassable. A highway bridge over ...

(CL 1016/00) 37/01

Page 216—Paragraph 237, lines 4 to 10; read:

and **Bayboro Harbor.** In March 2001, the controlling depth was 20 feet in the two dredged channels leading N to the entrance, thence 19 feet in the entrance channel to the Port of St. Petersburg with 23 feet in the basin except for shoaling to 16.1 feet along the E side; thence in 2000, 15 feet to the basin at Bayboro Harbor with 11.6 to 12.0 feet available in the basin.

(CL 872/01; BPs 174218-34) 37/01

Page 218—Paragraph 277, lines 5 to 13; read:

of Clearwater Memorial Causeway. In May 2001, the controlling depths were 9.1 feet to the fixed highway bridge, thence 6.9 feet to the Intracoastal Waterway. Due to severe shoaling in the side channel, an alternate channel is marked E of the Federal channel to Light 8 with greater depths available with local knowledge, thence 7.2 feet to the basin with 8.0 feet in the basin. The channels are well marked by lights and ...

(CL 1161/01; BPs 174662-68) 37/01

Page 228—Paragraph 60, lines 6 to 10; read:

New and Crooked Rivers. (See Notice to Mariners and the latest edition of the chart for controlling depths.)

(25/01 CG8; NOS 11404) 37/01

Page 237—Paragraph 248, lines 3 to 6; read:

the bayou. A Federal Project provides for 15 feet through the entrance channel, thence 14 feet in the inner channel and turning basin. (See Notice to Mariners and latest editions of charts for controlling depths.)

(20/01 CG8; NOS 11378) 37/01

Page 255—Paragraph 264, lines 3 to 4; read:

highway bridge, leads S from the channel to a turning basin. In July 2001, the controlling depth was 2.8 feet (6.7 feet at midchannel).

(CL 1384/01) 37/01

Page 264—Paragraph 408, lines 6 to 7; read:

March 2001, the reported controlling depth was 6 feet across the bar and through the entrance; thence in 1994, 10 feet for about 1.7 miles to Madisonville, thence 4 feet to ...

(10/01 CG8) 37/01

Page 289—Paragraph 435, line 4; read:

fixed highway bridges is 40 feet.

During periods of high water, strong currents exist at the river junction with the Intracoastal Waterway.

(10/01 CG8) 37/01

Page 302—Paragraph 249, lines 6 to 8; read:

NE corner to Vermilion Bay. In August 2000, the reported depth was 14.0 feet across the bar to the Intracoastal Waterway, thence 14.0 feet to the head of the canal at the Port of Iberia.

(CL 1052/01) 37/01

Page 322—Paragraph 167, lines 4 to 6; read:

June 2001, the channel controlling depth was 8.0 feet (9.0 feet at midchannel) with 5.3 to 7.0 feet available in the basin, except for shoaling to 2.0 feet in the left outside quarter. In 1996, a draft of 4.5 ...

(CL 1353/01; CL 1596/00; CL 1221/01; CO 030/00) 37/01

Page 322—Paragraph 168, lines 3 to 4; read:

the first fixed highway bridge. In June 2001, the controlling depth was 6.0 feet (8.0 feet at midchannel). The highway bridge ...

(CL 1353/01; CO 030/00) 37/01

Page 327—Paragraph 258, lines 3 to 4; read:

for about 2 miles to another turning basin. In May 2001, the controlling depth was 40 feet in the channel and the basin.

(CL 1353/01; CO 030/00) 37/01

Page 341—Paragraph 20, line 3 to Paragraph 22, line 1; read:

depths are 47 feet from deep water in the Gulf to the jetty channel, thence 45 feet to the upper turning basin, in the channel to Barzosport turning basin and in the turning basin, in the channel to the upper turning basin and in the upper turning basin, thence 36 feet in the Brazos Harbor approach channel and turning basin, thence 25 feet to and in Stauffer turning basin. (See Notice to Mariners and latest editions of charts for controlling depths.)

A vertical lift tide gate with a horizontal clearance of 75 ...

(CL 1353/01; CL 1596/00; 32/00 CG8) 37/01

Page 347—Paragraph 119, lines 3 to 4; read:

basin at the town of **Seadrift**. In May 2001, the controlling depth was 5.5 feet (6.4 feet at midchannel) in the channel

**COAST PILOT 5 (Continued)**

with 7.5 to 9.0 feet available in the basin.
(CL 1353/01; CO 030/00) 37/01

Page 354—Paragraph 256; read:

In March 2001, the controlling depth was 11.0 (14.0 feet at midchannel) in the channel and 14.0 feet in the turning basin and the connecting channel to Conn Brown Harbor and in the harbor.
(CL 1353/01; CO 030/00) 37/01

Page 355—Paragraph 272, lines 11 to 13; read:

July 2001, the controlling depth was 12.0 feet in the channel; thence in 1982, a reported depth of 12 feet was in the connecting channels. The Industrial Park, in various stages of construction ...
(CL 1353/01 CO 030/00) 37/01

Page 382—Paragraph 451, line 9; read:

**the bottom**. The bridgetender monitors VHF-FM channel 12.
(CL 1396/01) 37/01

**COAST PILOT 6 31 Ed 2001 Change No. 5**
**LAST NM 35/01**

Page 74—Paragraph 1461 to Paragraph 1462, line 1; read:

(i) Tide tables published by private entities using data provided by the National Ocean Service.

(ii) Tidal current tables published by private entities using data provided by the National Ocean ...
(FR 6/25/01; CL 1206/01) 37/01

Page 78—Paragraphs 1626 to 1627; read:

(C) Tidal-Current tables published by private entities using data provided by the NOS, or river-current tables published by the ACOE or a river authority;

(D) Tide tables published by private entities using data provided by the NOS; and
(FR 6/25/2001; CL 1206/01) 37/01

Page 233—Table, item 6, read:

| No. | Location and Name | Kind | Miles * | Clear width in feet of draw or span openings** | | | Clear height in feet above Low Water Datum | | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Right | Left | Center | | | |
| 6 | Liberty Bridge | Highway | 4.99 | | | 150 | | 25 | Bascule. Note 1. |

(CL 1678/00; CL 269/96) 37/01

Page 241—Paragraph 274, lines 1 to 5; read:

An entrance channel marked by private, seasonal buoys leads SW from deep water in Lake Huron to the municipal small-craft basin, which is formed by breakwaters and entered at the SE corner. The basin entrance is marked on either side by private lights. In April 2001, the entrance channel and basin had a reported depth of 8 feet. On the NW ...
(CL 1087/01; LL/01) 37/01

Page 254—Paragraph 62, line 6 to Paragraph 63; read:

channels 16 and 9.
(CL 934/01; CL 23/96) 37/01

Page 255—Paragraph 66, lines 3 to 5; read:

shore between Little Traverse Bay and Grand Traverse Bay.
(CL 934/01) 37/01

Page 255—Paragraph 78, lines 1 to 6; read:

A municipal marina at Boyne City provides transient berths, water, ice, electricity, sewage pump-out, and a launching ramp. At **Advance, Mich**., about 2.5 miles W ...
(CL 934/01) 37/01

Page 264—Paragraph 264, line 4; read:

2001, a rock bed was reported 30 feet N of the ...
(CL 1089/01) 37/01

Page 266—Paragraph 276; strike out.
(CL 1089/01; CGSDL 6/00) 37/01

Page 277—Paragraph 374, line 4 to Paragraph 375; read:

sewage pump-out, and harbormaster services are available. Several privately operated marinas are in the river and in Morrison Canal.
(CL 1129/01) 37/01

Page 307—Paragraph 647, lines 1 to 4; read:

**Small-craft facilities.-**A yacht club in the SW corner and a marina at the N end of the inner basin provide transient berths, gasoline, water, ice, electricity, sewage pump-out, marine supplies, and launching ramps. Hoists to 55 tons are available for hull and engine ...
(CL 1066/01; CL 1067/01; NOS 14904) 37/01

Page 317—Paragraph 800; strike out.
(CL 325/01) 37/01

Page 394—Paragraph 133; strike out.
(CL 1089/01; CGSDL 6/00) 37/01

## RADIO NAVIGATIONAL AIDS CORRECTIONS

**PUB 117** **Ed 2001** **LAST NM 36/01**

Page 4-33; **TABLE II - GMDSS TRANSMISSION SCHEDULE OF NAVAREA WARNINGS,** VII, South Africa; replace with below:

| | | | | |
|---|---|---|---|---|
| VII | South Africa | Station 12 (Burum) | 1940 | AOR-E/IOR |

(PUBS 0006/2001) 37/01

| (1) No. | (2) Name | (3) Frequency | (4) Times | (5) Nature of Broadcast |
|---|---|---|---|---|
| | | **SOUTH AFRICA** | | |
| | LONG-RANGE WARNINGS:<br>NAVAREA VII:<br>Includes waters of the South Atlantic and Indian Oceans, bound on the west by a line running from the African Coast at 6°S to 20°W, thence south to Antarctica, and on the east by a line running from the east African coast at 10°30′S to 55°E, thence south to 30°S, east to 80°E and south to Antarctica. Original reports to NAVAREA VII Coordinator, Hydrographer, S.A. Navy, Maritime Headquarters, Cape Town. | | | |
| **3641** | **Port Elizabeth (ZSQ).** | 4435, 8800, 13146 kHz, J3E, Ch. 23, 24, 25, 27, 28, 83, G3E. | 1015, 1333, 1815. | NAVAREA VII, local navigational warnings and weather (weather only at 1333). |
| | | 518 kHz, F1B. | 0120, 0520, 0920, 1320, 1720, 2120. | NAVTEX (I). |
| | NOTE: HF and VHF voice broadcasts remotely controlled from Cape Town. | | | |
| * | | * | * | * 37/01 |
| **3642** *3-2443* | **Richards Bay (ZSU).** | | | *Remove from list.* |
| | | | | * 37/01 |
| **3643** | **Durban (ZSD).** | 4435, 8800, 13146 kHz, J3E, Ch. 01, 03, 25, 26, 27, 28, G3E. | 1015, 1333, 1815. | NAVAREA VII, local navigational warnings and weather (weather only at 1333). |
| | | 518 kHz, F1B. | 0220, 0620, 1020, 1420, 1820, 2220. | NAVTEX (O). |
| | NOTE: HF and VHF voice broadcasts remotely controlled from Cape Town. | | | |
| * | | * | * | * 37/01 |
| **3644** | **Cape Town (ZSC) (ZSJ).** | 4435, 8800, 13146 kHz, J3E, Ch. 01, 03, 04, 23, 25, 26, 27, 84, 85, 86, G3E. | 1015, 1333, 1815. | NAVAREA VII, local navigational warnings and weather (weather only at 1333). |
| | | 4214, 6322, 8431.5, 12601, 16816, 19692.5 kHz, F1B. | 0930, 1730. | Marine Safety Information (MSI) (HF NBDP) (NAVAREA VII, local navigational warnings and weather). |
| | | 4014 kHz, F3C. | 1600-0600. | Weather FAX*; 120/576. |
| | | 7508, 13538 kHz, F3C. | 0000-2400. | Weather FAX*; 120/576. |
| | | 18238 kHz, F3C. | 0600-1600. | Weather FAX*; 120/576. |
| | | 518 kHz, F1B. | 0020, 0420, 0820, 1220, 1620, 2020. | NAVTEX (C). |
| | *NOTE: Broadcast schedule at 0430. | | | |
| * | | * | | 37/01 |
| **3645** | **East London (ZSA).** | Ch. 26, G3E. | 1015, 1333, 1815. | NAVAREA VII, local navigational warnings and weather (weather only at 1333). |
| | NOTE: VHF voice broadcasts remotely controlled from Cape Town. | | | |
| * | | | * | * 37/01 |

## PUB 117 (Continued)

| (1) No. | (2) Name | (3) Frequency | (4) Times | (5) Nature of Broadcast |
|---|---|---|---|---|
| | | **AUSTRALIA** | | |
| | LONG-RANGE WARNINGS:<br>NAVAREA X:<br>Includes the waters surrounding Australia and the Solomon Islands south to Antarctica bound on the west by 80°E and on the east by 170°E south to the Tasman Sea and 160°E south to Antarctica. Original reports to RCC Australia, through any Australian Coast Radio Station (CRS).<br>LOCAL WARNINGS:<br>AUSCOAST:<br>Original reports to RCC Australia. | | | |
| ***3884** | **Canberra (AXI) (AXM).** | 7535 kHz, F3C;<br>15615 kHz, F3C. | 1100-2100;<br>2100-1100. | Weather FAX*; 120/576. |
| | | 2628, 5100, 11030, 13920, 20469 kHz, F3C. | Continuous. | Weather FAX*; 120/576. |
| | *NOTE: Broadcast schedule at 0015-0045. | | | |
| | | | | 37/01 |
| **3886** | **Melbourne (VIM).** | 2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E. | 0148, 1348. | NAVAREA X warnings and weather (at 0148 on 12365 kHz). |
| | | 2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E. | 0348, 0948, 2148. | Local navigational warnings and weather (at 0348, 2148 on 12365 kHz). |
| * | | * | * | * 37/01 |
| **3900** | **Darwin (VID).** | 2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E. | 0233, 1233. | NAVAREA X warnings and weather (at 0233 on 12365 kHz). |
| | | 2201, 4426, 6507, 8176, 12365 kHz, J3E, Ch. 67, F3E. | 0833, 2233. | Local navigational warnings and weather. |
| * | | * | * | * 37/01 |

| (1) No. | (2) Name | (3) Type | (4) Component | (5) Position | (6) Freq. | (7) Remarks |
|---|---|---|---|---|---|---|
| | | | **HOKKAIDO CHAIN 9C** | | | |
| **6783** | **Biei (A).** | | | | | *Remove from list.* |
| | **Akkeshi (B).** | | | | | *Remove from list.* |
| | **Wakkanai (C).** | | | | | *Remove from list.* |
| | **Oshamanbe (D).** | | | | | *Remove from list.* |
| | | | | | | * 37/01 |